

OUR PAPER
COVERS THE
DISTRICT

The Carbon Chronicle



VOLUME 9, NUMBER 27

CARBON, ALBERTA, THURSDAY, AUGUST 6, 1931

\$2.00 A YEAR IN ADVANCE

CARBON JUNIORS AGAIN SUCCESSFUL

The Juniors of the Carbon Lawn Tennis Club added another win to their long string of victories by journeying to Acme on August 2nd and defeating the Acme Juniors by five events to four. Two of the older Carbon Juniors were away on vacation so two younger members were included. The ladies of the Acme Club served lunch to the players after the match, and the boys thoroughly enjoyed the trip. A return match will be played at Carbon in the near future.

The following are the results and scores of the games:

W. Poxon of Carbon defeated S. Young of Acme 6-0, 6-1. J. Fairbairn of Carbon defeated G. Wheeler of Acme 6-2, 6-3; C. Poxon of Carbon defeated L. Rinn of Acme 6-2, 6-1; G. Young of Acme defeated R. Wise of Carbon 4-6, 6-0, 6-2; W. Skerry of Carbon defeated J. Brown of Acme 6-1, 6-5; Gordon Reddikopp of Acme defeated H. Wise of Carbon 6-3, 4-6, 6-1.

Boys' Doubles—W. Poxon and J. Fairbairn of Carbon defeated S. Young and L. Rinn of Acme 6-0, 6-2;

L. Young and J. Merrick of Acme defeated C. Poxon and R. Wise of Carbon 6-3, 0-6, 6-4.

Geo. Reddikopp and G. Young of Acme defeated W. Skerry and H. Wise 6-4, 2-6, 6-1.

HUNTING SEASON OF WATER FOWL REDUCED ONE MONTH

Water fowl hunting regulations for Alberta were made public Friday by Provincial Government authorities, the main change in the regulations being the shortening by one month of the shooting season. This is being done to conserve the game.

The open season for ducks and geese north of the Clearwater and Athabasca rivers is from noon of September 1 to November 14 inclusive. The closing date is exactly one month earlier than that of former years.

South of the Clearwater and Athabasca rivers the open season for these fowl is from noon of September 15 to November 14 inclusive.

Bag limit for ducks is 15 per day during September and a total of 25 for the balance of the season, with a total of 100 birds for each hunter per season.

The bag limit for geese is 10 per day for each hunter, with a total of 30 for the whole season.

As a result of this general movement in Canada and the United States of game conservation, it is possible that consideration will be given to further reductions, and it is also possible that water fowl hunting will be closed for the entire season during 1932.

Passerby—Is that your pork down there on the road?

Farmer—Pork! What do you mean?

There's a pig of mine out there.

Passerby—Ah, but there's a big truck just been by.

SIR HENRY THORNTON ACCEPTS CUT WITH EMPLOYEES

In connection with the announcement of a ten per cent cut in salaries of the Canadian National Railways, affecting all salaries in excess of \$3,600 per year, during the next ten months, Sir Henry Thornton, chairman and president of the Canadian National Railways, amplified his statement by saying that the reduction, despite his agreement, included himself and also all the higher officers of the system, whether under contract or not.

EXPECTS 150 BUSHELS TO ACRE

According to the Edmonton Bulletin J. Matheson of Edmonton has a field of oats within the city limits from which he expects to harvest a record crop.

There are twenty acres in the field and there is a uniform sameness of luxuriant growth throughout the whole and the average height may be a little less than six feet and the stems are like bamboo stalks. If present conditions remain, the stalks are going to grow a lot more as the heads are just through the blades.

Measuring an ear that had just come through, its length was found to be 12 3-4 inches and the majority of the ears are longer. The seed from which the oats had been grown when matured had ears 17 inches long.

The variety itself is New Era, the field is new breaking, plowed last year and sown on May 7th of this year.

Mr. Matheson sowed 1 1/2 bushels to the acre and expects to reap 150 bushels to the acre. The grower from whom the seed was purchased sowed one bushel to the acre and harvested 138 bushels.

BANK OF MONTREAL CROP REPORT

General—Except in the northern districts of Alberta and Saskatchewan, crops throughout the Prairie Provinces have suffered from the intense heat of the past week. Some hail losses have occurred in Alberta and Saskatchewan but the territories afflicted are not extensive. Slight damage from rust and insects has been experienced in Saskatchewan and Manitoba. Pastures are drying up and need rain. In Quebec weather conditions have been favourable to the growth of all crops. In Ontario the harvesting of excellent wheat and barley crops is progressing well despite continued showery weather, other crops generally are very satisfactory. In the Maritimes crops in general are making satisfactory progress, though warm weather will prove beneficial.

Northeastern Alberta—Wheat is 80 per cent headed and making rapid growth, hail damage is reported in isolated areas.

Southeastern Alberta—Crops have suffered from excessive heat; cutting will commence this week.

Western Alberta—Practically all the wheat is headed out and following ample rain grains are making rapid progress. Hail damage is reported in small areas.

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ALBERTA NEWS

-FREE FROM TAX

Cheques of five dollars and under are exempt from the stamp tax by an amendment to the War Revenue Act adopted in the House of Commons on July 26th. The amendment was proposed by the government.

Ordinary postage stamps may be used on cheques instead of excise stamps used for this purpose.

BAPTISMAL SERVICE

Rev. A. Itterman, minister of the First German Baptist Church near Carbon, held a large baptismal service on Sunday last when thirty-four people were baptised into the church. There was a general service at the church in the morning at 10 o'clock and following this the congregation and visitors gathered at the Knee Hill creek, about one mile west of Carbon, where the baptismal service was held. On account of the large number of visiting English speaking people present, Rev. Itterman gave part of the service in English so that all present might understand the service from the start to finish. Besides a large number of citizens being present from town, number of the friends of the German brethren were present from outlying districts.

MOVING FAMILIES FROM THE ALBERTA DROUGHT AREAS

Thirty-five families out of 74 applications received and approved had been moved last week from the drought areas around Hanna to homesteads northeast and northwest of Edmonton. They took their stock and effects with them, each family being allowed two car loads under the agreement between the government and the railways. The government officials are finding locations for other families, and considerable movement of settlers is expected before the expiration of the policy on August 15th.

32 guarantors have signed up at Acme for the 1932 Imperial Chautauqua.

Wilfred James McKenzie was admitted to the hospital last Friday, following an accident on the farm of George Shields near Cayley, when he fell off a hay stack and landed on a pitchfork, the tines of which penetrated his abdomen.

PEACE BLOCK NOT TO GET BOUNTY

The five-cent a bushel bonus payable on wheat grown in Alberta, Saskatchewan and Manitoba, will not cover wheat grown in the Peace River block of British Columbia. This was stated by Prime Minister R.B. Bennett last week in the house of commons when the government measure provided for the bonus came up for second reading.

The question was raised by J. A. Fraser (Cons.), Cariboo, who asked if wheat grown in the British Columbia part of the Peace River district would be granted the same bonus as wheat grown in Alberta.

The prime minister said no. It was thought undesirable to attempt to cover all areas where wheat was being grown, and the decision had been reached to confine the bonus to the three prairie provinces mentioned.

Hon. Charles Stewart, former minister of interior, suggested that the decision would create a great deal of dissatisfaction among the settlers in the Peace River district of British Columbia.

FORM "C"

The Domestic Animals Act SALE AND REDEMPTION OF IMPOUNDED ANIMALS (Sec. 48)

Notice is hereby given under Section 48 of The Domestic Animals Act (Municipalities) that one black mare, weight about 1400 pounds, branded

on left hip

was impounded in the pound kept by L. B. Hart, of Carbon Alberta, located on the S.W. 14-30-23 wth, on Friday the 24th day of July, A. D. 1931, and that said animal was sold on the 3rd day of August 1931, to Arthur Hudson of Carbon, Alberta, and that said animal may be redeemed by the owner or on his behalf within a period of thirty days from the publication of this notice in The Alberta Gazette, upon payment of all fees and costs due to the municipality and the purchaser of said animal.

For further information apply to the undersigned.

S. F. TORRANCE,
Secretary-Treasurer, of the
Municipality of Carbon
Number 278
Post Office, Carbon Alberta.

Local News Items

LOST—on Sunday last in Carbon, a brown deer shin glove. Finder please apply to Box 208 or phone 404.

Mr. and Mrs. George Oliphant and son spent the week end in Calgary.

Mr. and Mrs. S.F. Torrance and family left Tuesday for Calgary and before returning expect to visit Banff and other points.

The weather the past week has been varying and unsettled. For a few days the weather was hot. Then it turned a little cooler and we had one of our dust storms. Following this the sky has been cloudy and the temperature has been down almost to the freezing point, although no frost has been reported. The district could do with a good rain to put the crop on its way to maturity and stop any damage from burning.

IN LOVING MEMORY OF

JOHN GARRETT

Who passed away on August 3, 1925

"He lives with us in memory still,
Not just today, but always will;
Loving thoughts, true and tender,
Just to show that we still remember."

Ever remembered by his Wife & Sons

The story is told of a Scotch lassie who applied for a job as an artist's model, and was told to come again the next day and to bring along a pair of tights. She brought her father and mother.

Paw: The problem of the day is how to keep the boy on the farm

Maw: The real problem after a windy day is how to get the farm off'n the boy.

JERGENS SOAPS

FOR ALL OCCASIONS

3 Bars for 25c; 12 Bars for 95c

MACK'S DRUG STORE

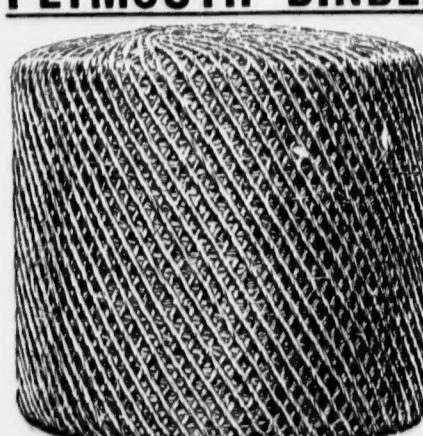
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"STILL SERVING"

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PLACE YOUR
ORDER NOW
AND SAVE

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A. KLASSEN, MANAGER

PHONE 3, CARBON

Salada — the byword for tea in Canada

"SALADA" TEA

'Fresh from the gardens'

A Test Of The Truly Great

A remark recently made by a very famous Canadian deserves to be recorded, repeated and memorized. It deserves front page space in every newspaper. It might well find a place in our school text books. It is a worthy subject not merely for this editorial, but for many such articles.

Colonel W. A. Bishop, V.C., D.S.O., Canada's great ace and the Empire's most distinguished and greatest fighting airman in the Great War, a man who, because it was necessary to do, took more and greater risks in the discharge of his duties than probably any other living man, when about to make a flight the other day, was seen carefully examining every part of the machine in which he was about to embark. He thoroughly inspected and tested the wires, rigging, wings and tail parts of his machine and listened attentively to the hum of his motor.

Somebody standing by twitted this world renowned airman on his excessive caution in inspection. It is his reply that deserves to be inscribed everywhere. He said:

"I'm not fussy about being the world's smartest pilot—I just want to be the oldest one."

Unfortunately, many people harbor the delusion that to be careful, to refuse to take unnecessary risks, to insist that everything has been done that can and should be done to eliminate or reduce danger, is to display a sort of cowardice; that, in fact, there is something fine and brave in showing a disregard of all caution. Rather, they are fools.

No person will ever accuse Colonel Bishop of cowardice, of a lack of bravery, or of an unwillingness to take risks when risks are necessary and inseparable from the doing of one's work. In the answer he made, quoted above, he revealed, not a small, timid soul, but a truly great man.

How much less sorrow and tragedy there would be in this world if only everybody would emulate Canada's great air pilot!

If, for example, motorists who throng the highways by the million were actuated by Colonel Bishop's ambition, not to be the fastest driver in the world, but the oldest one; if the canoeist, and the yachtsman, and the motor-boat owner were not so anxious to be known as the most spectacular water men, but as the oldest in the game; if swimmers were not quite so keen to establish new high records for distance from shore, but rather to establish reputations as being the oldest known swimmers.

The slogan "Safety First" which we heard so frequently a few years ago, and, unfortunately, less frequently today, is a good slogan. It is short, pointed, and unquestionably wise. But, alas, too many people in a spirit of wild adventure, bravado, in a desire to be, as they think, smart, and show off, place everything else first and act as if their life motto was "Safety Last." Again, we say, they are not smart, they are not brave, they assuredly cannot be classified as great. They are merely fools.

All over the country now at level highway crossings of railways there have been erected signs bearing the single word "Stop." The law says that such signs mean exactly what they say,—that upon reaching that point all traffic shall stop. Then, if all is clear and safe, go ahead. "Stop" signs are nothing but silent policemen, but the law says their order must be obeyed just as if a living police officer stood there and raised his hand. Of course, police officers could be stationed at all such points to enforce the law, but the expense, which the taxpayers would have to pay, would be enormous. Yet, because Governments and railways seek to save the taxpayers money and erect inexpensive signs, the average man, and woman, ignores and defies the law enacted in their own interests, and speeds right on, all too frequently to their death or serious injury. Unlike Colonel Bishop, they do not desire old age, or at least are not big enough, great enough, brave enough, yes, loyal enough to the laws of their country, to exercise caution.

Such people are fussy to be known as "smart." That is all. They flatter themselves they are adults, grown-ups, but they are woefully mistaken for they are still but children in the kindergarten of life. It is possible, even probable, they will never grow up, but through their foolhardiness and imbecility end their careers before life is really begun. Certainly they will never be great.

Canada May Grow Prunes

The interesting prospect that Canadian production will soon be able to supply the entire demand for prunes in Canada is observed from the annual report for 1930 of the Dominion Experimental Station at Sidney, B.C. Following experiments which have been carried on for some time, it is believed prunes may be grown to perfection on Vancouver Island.

Canada Post Offices

Canada has 12,427 post offices, an increase of 18 since last year, and of 180 since 1922, according to Hon. Arthur Sauve, Postmaster-General. Rural mail carriers throughout the country number 4,256.

The woman who drives from the back seat of a car is no worse than the man who cooks from the dining-room table.

Marriage Of Defectives

The board of control, official authority dealing with lunacy and mental deficiency in Great Britain, has recommended in its annual report that marriage of defectives should be made illegal. The report considers, however, that legalized sterilization of defectives is not justified by present knowledge.

Recognized as a leading specific for the destruction of worms, Mother Graves' Worm Exterminator has proved a boon to suffering children everywhere. It seldom fails.

China is the oldest country in the world with a continuous history, the earliest records going back about 5,000 years.

A weather forecaster says that it is difficult to forecast fog because of the small changes that produce it.

Dysentery Is a Very Dangerous Bowel Complaint

Mrs. E. M. Ward, 627 Ave. H. South, Saskatoon, Sask., writes:—"When my husband was in France he took dysentery, and was in hospital over a year. Ever since he came back he has had the attacks three or four times a year. I cannot emphasize the good Dr. Fowler's Extract of Wild Strawberry has done for him. He generally takes a few doses and gets relief in a few hours.

"I cannot speak too highly of your excellent remedy, and you may be sure we are never without a bottle of it in the house."



New Flying Boat Carries Forty People

Biggest Commercial Craft To Be Tested On Ocean Run

A new 40-passenger flying boat, the largest commercial plane ever built, will take the air in Connecticut and so another great stride will be taken toward the nearing day of regular trans-Atlantic air travel.

The plane is to go into the Caribbean service of the Pan-American airways, which is the testing ground for commercial trans-Atlantic flights. It will fly between Miami and Barranquilla, Colombia, a distance of 1,350 miles, only 50 of which is over land. Almost all the way the pilot is out of sight of land.

The new giant flying boat, and a sister ship already begun, are constructed with an eye directly on Atlantic flying. They are built with a range of 1,000 miles, which easily can be extended by sacrificing a small portion of the passenger space. And they are equipped as luxuriously as any ocean liner with a view to the comfort of passengers. Not only are the cabins constructed to withstand the buffeting of high seas in case of forced landings in the ocean, but arrangements have even been made to sail them along the surface.

Each of the four great engines has a canvas cover removed during flight and these can be quickly attached between the top of the cabin and the under side of the wing so that joined together they form a broad sail. As in the water the rear of the ship rises like a boat's prow, the planes would be sailed backward.

Miles Above the Earth

Scientists Know Very Little About Conditions Beyond the Stratosphere

The stratosphere is a rarefied layer, presumably 20 miles deep, encountered about eight miles above the earth's surface. The temperature is curiously stationary; about -75 degrees Fahrenheit. About 40 miles beyond the stratosphere is the mysterious Heaviside Layer of ionized gases, from which radio waves "bounce" like light rays from a mirror.

Data about the stratosphere has long been gathered by instruments borne in rockets and unmanned balloons (small balloons have gone to 100,000 feet) but the sum total of knowledge is not great.

It is known that no clouds or rain occur in the belt. There is a notion that the prevailing wind is easterly, counter to the earth's movement; but Professor Piccard calls that "a lot of bosh." Also it was supposed that the stratosphere visitor in daytime would see stars shine in a purple sky. Piccard's sky was deep, dark blue but starless.—New York Times.

Persian Balm creates and preserves lovely and youthful complexions. Tones and stimulates the skin. Fragrant as a flower. Cool as morning dew. Swiftly absorbed by the tissues, making the skin wonderfully soft-textured. Unrivalled as an aid to feminine elegance. Delightful to use. Imparts additional charm to the daintiest of women. Persian Balm is the one toilet requisite for the exacting woman. Peerless as a beautifier.

Saskatchewan Butter

Production of creamery butter in the Province of Saskatchewan in the first six months of 1931 increased by 46 per cent compared with the corresponding period in 1930. From January 1st to June 30th this year, the total output was 8,632,552 pounds, an increase of 2,711,238 pounds over the first six months of last year. In June, 1931, the total production was 2,484,733 pounds compared with 2,203,835 pounds in June last year.

Sores Flee Before It.—There are many who have been afflicted with sores and have driven them away with Dr. Thomas' Eclectric Oil. All similarly troubled should lose no time in applying this splendid remedy, as there is nothing like it to be had. It is cheap, but its power is in no way expressed by its low price.

Reason For Asking

"What time does the next train come in?" asked Edward, age six, of the old rural station agent.

"Why, you little rascal, I've told you five times that it comes in at 4:44."

"I know it," replied Edward, "but I like to see your whiskers wobble when you say 4:44."

Humming birds prefer red to any other colour in flowers.

W. N. U. 1901

McBEAN BROTHERS

Winnipeg, Man.

Licensed & Bonded

This is the year to ship your own grain to a reliable Commission firm who will handle it to the best possible advantage. By shipping over the platform you save handling charges of \$17.50 on a thousand bushel car and on larger cars proportionately. If necessary to put through an elevator send us your tickets and we can handle your grain for you. Owing to exceptionally low prices it is of vital importance to save every cent possible. All premiums obtained paid to shippers and premiums may be larger this year owing to the small crop. Give us a trial—we are well equipped to handle your business to your entire satisfaction.

McBEAN BROTHERS
808-818 Grain Exchange Building

Plan Highway Construction

Would Use Relief Money To Build Four Roads In Manitoba

Permission to commence construction of four roads will be asked by the Manitoba Government when the unemployment relief money has been voted by the House of Commons. Under the Federal unemployment relief scheme the Provincial Government intends to build its part of the trans-Canada Highway, The Pas Highway, and the Pine Falls and Clear Lake roads.

Hon. W. R. Clapp, Provincial Minister of Public Works, requested that his Government be allowed to proceed with these roads, but Hon. Gideon Robertson, Federal Minister of Labor, said no consent can be given until necessary legislation is passed. Mr. Clapp wished that the Province be permitted to proceed on all undertakings in the cost of which the Dominion Government participated last winter, on the understanding that the new agreement between the provinces and the Dominion be made retroactive, but this was declined.

Heal your horse while it works. Apply Douglas' Egyptian Liniment to sore necks and galls. A sure, speedy treatment.

Would Create Problem

Sir Arthur Keith Says All Races Should Intermarry

Professor Sir Arthur Keith may know a lot about nature; but he doesn't know anything about human nature, and when he says that all the races—white, yellow, mauve and black—should intermarry, he is talking through his academic hat.

No doubt there is a Yellow Peril and a Black Problem, and so on. But those problems are nothing to the problems of the half-breeds. Whites of all nations may safely inter-marry, but the mixture of colors is wrong.

Besides we want to keep the different flavors. Each race has something to say which can't be said in Esperanto.

"But, madam, you have no claim. Your husband did not insure his life; he took out a policy against fire."

"That's what I claim. He has been cremated."

Canada Ranks High

In Engineering Work

Building Of Welland Canal Praised By London (England) Publication

Our United States neighbours have such a propensity for claiming the biggest and best of everything, it may not be out of place to reproduce a statement from Engineering of London, England, which has just included a series of illustrated articles on the new Welland Ship Canal. Says Engineering:

"As we have stated the canal is, in many respects, comparable with the Panama Canal, and in respect of the height of lift of the locks, it is absolutely unique in the world. It is also unique in that it is crossed by 21 bridges. The undertaking as a whole is very much the largest single engineering work carried through in British Empire for many years at least, and as such we have felt it deserved of exceptional treatment.

There are Canadians with an inferiority complex who seem to think that we can do nothing as great or as mighty as our enterprising cousins to the south. The truth is that in the field of engineering this country's achievements rank not merely with those of the Republic, but are equal to the best that has been done by any country on earth.—Ottawa Journal.

BLACKHEADS

Don't suffer any longer from these unsightly blemishes. Overcome them at home! Get 2 oz. Peroxine Powder from your druggist. Sprinkle a little on the face cloth, apply with a circular motion and the blackheads will be all WASHED AWAY. Satisfaction or money returned.

REMNANTS

3 lbs. PRINTS, SILK OR VELVET \$1.00

A. McCREERY CO., Chatham, Ontario



Don't Let Foods Stale

Foods that ordinarily stale quickly will stay fresh and tempting a surprisingly long time if you cover them with Para-Sani Heavy Waxed Paper.

Your grocer, druggist or stationer has Para-Sani in the handy, sanitary knife-edged carton. For those who prefer a lighter paper put up in sheet form ask for Appleford's "Centre Pull" Packs.

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Advocates A System Of Diversified Agricultural Exports To Stabilize The Industry

Rarely have the reasons for diversified production in Canada and the intensification of livestock production—to the mutual advantage of all farmers—been so clearly and concisely stated as by Prof. A. M. Shaw, Dean of the Saskatchewan College of Agriculture, at the annual convention of Saskatchewan Agricultural societies in January last. Dealing in a broad way with problems of Canadian agriculture, more especially those linked with the utilization of feed grains, Dean Shaw stated:

"Under the system of diversified agricultural exports, the Canadian farmer would be engaged in the production and export of high grade wheat and finished livestock and livestock products which would have the direct result of securing the highest possible net revenue for the products of the Canadian farm. I am a firm believer in the principle of diversification in connection with Canada's agricultural exports. I cannot help believing that if the great revenue that is received each year from the sale of agricultural products abroad were derived not almost solely, as at present, from one commodity, but from six or seven, it would greatly tend to stabilize the industry.

"Not only is the diversification of Canada's agricultural exports desirable but thought should be given to this question by the individual farmer who frequently may lower the production costs by adding certain side lines to his business.

"Please do not misunderstand me in connection with this question. There are many parts of the country where specialized types of farming must be carried on. This is particularly true of a great part of western Canada where in certain high class grain growing areas practical difficulties make it quite impossible to engage in the keeping of livestock. Farmers in districts of this kind would be well advised to stick rather closely to grain growing, but there seems to be no reason why a part or, on occasion, all of the grain grown in an area of this kind might not with profit be fed to farm animals by other farmers living in other parts of Canada where natural conditions are more favorable for the keeping of livestock.

"This brings me to the question of transportation. At present the grain rates are framed with special reference to our export trade in grain. In other words, our lowest rates are seaboard or export rates. If, however, there is to be a considerable portion of our grain fed in Canada, the local or domestic rate immediately comes into effect.

"Just how do these transportation charges operate? They are extremely complicated and I do not propose to analyse them in detail, but wish simply to point out how certain phases of agriculture in certain parts of Canada are directly affected by them. For instance, a car of grain may be shipped from almost any point in central Saskatchewan to Liverpool or a Northern European port, such as Copenhagen, at a cost of from 54 to 60 odd cents per hundredweight.

"However, if a Canadian farmer living in the eastern townships of Quebec or in eastern Ontario or the Maritime Provinces wishes to secure a similar car of grain from Saskatchewan it will cost him, via lake and rail, within a few cents of the above figures. But because farmers generally, for obvious reasons, are unable to take full advantage of the direct

through shipping rates that apply on bulk carloads, in actual practise he finds that the cost to him is often higher than the figures quoted.

"There may be good and sufficient reasons for the apparent inconsistency in the freight rates quoted. I am not criticising them at this time, but I am simply endeavouring to point out to you how the operation of the domestic or local freight rates tend to adversely affect certain phases of the agricultural industry. It is quite obvious that the operation of the domestic rates may frequently handicap the development of the livestock industry in certain parts of the country.

"A direct result is that eastern Canadian farmers do not use western Canadian grain to the extent they should. Instead, they use large quantities of corn and cottonseed meal imported from the United States and Argentina. They are not always used because they are better, but largely because they are cheaper. If an adjustment could be made whereby an eastern farmer, engaged as he is, largely in the dairy and general livestock production business, could use his lands for the growing of legumes, pasture, forage, and silage or root crops, to which they are admirably suited, and buy his concentrates in the form of western Canadian grain, it would mean that he could increase his output of livestock and livestock products and at the same time furnish the natural outlet for the feed grains of western Canada.

"Some may ask, 'why not feed the livestock on the same farms where the grain is grown and thus not only avoid the payment of the high domestic rates on feed grains but also be in a position to take advantage of the low export rate on the finished product?' This would be an ideal system and where possible of application is the logical procedure, but in practise we find that, generally speaking, the great grain growing areas are not so suitable for successful production of livestock as certain other parts of the country. One of the main reasons for this is that any large areas where total or partial crop failures occur periodically tend to limit and render more hazardous the development of the livestock industry.

"Eastern Canada, on the other hand, is not subject to this same difficulty. Complete crop failures are practically unknown. Her farms in the main are better watered, much better suited to the growing of the leguminous crops, hays, permanent pastures, silage and roots which constitute the basis of a natural livestock industry. If her farmers could get their concentrates in the form of western grain a livestock industry would develop that would be second to none.

"It does not make any difference to the western Canadian farmer whether he sells his grain via the export route or whether it is purchased by farmers living in eastern Canada, who wish to feed it to their livestock, providing he gets the same price. It does, however, make a vast difference in the net result to Canada, because in the second transaction two profits are secured to Canada whereas, in the first only one is possible.

"If agriculture is the greatest of Canadian industries, and it is generally acknowledged to be, then all natural conditions should be taken advantage of and all artificial handicaps that may in any way hinder its development should, as far as possible, be removed. By so doing not only would agriculture itself tend to become more permanent and prosperous, but as a direct result every other industry in Canada would benefit.

"I have great faith in Canadian agriculture. It is a great industry. It can be made still greater and if the people of Canada generally, farmers as well as business men, easterners as well as westerners, could be made to see the complete picture, could be given a vision that would show them all the varied and interlocking parts of this greatest of all Canadian industries; they would then understand the supreme necessity of co-operating in an endeavour to remove, as far as possible, all handicaps in order that it may be placed on a permanent and prosperous basis, that Canada as a whole will be made to prosper as never before."

Wealth On Belcher Islands

Rich Iron Ore Deposits In Hudson Bay Area

Belcher Islands, reputed to contain rich iron ore deposits, may be the scene of a prospecting rush as soon as the survey now being conducted by the Royal Canadian Air Force is completed. Despatches from Moose Factory state that inquiries are being received from mining interests all over the world asking when the survey will be completed and the maps available.

The pioneer prospecting work on Belcher Islands, located in the southeastern waters of Hudson Bay, was done by Sam Sainsbury, of Toronto. His holdings, once declared crown land, have now been returned to him and his associates.

The late Harry Harcourt, of Toronto, was also long in the lime-light in connection with an ambitious development scheme involving the Sainsbury holdings and backed by a group of Wall Street financiers.

The aerial expedition now surveying and mapping the islands, is under the direction of Lieut. W. M. Emery, and is equipped with four photographic aircraft. C. H. Ney, of the Geodetic survey, and an assistant are working in collaboration with the flying men in preparing the maps.

It is learned unofficially that once this work is completed various mining interests in Canada, England and the United States, will send in their prospectors and engineers to make a thorough examination of the iron ore possibilities of these islands.

A Friendly Attitude

American Paper Refers To Relations Between Canada and United States

Those who interpret the Canadian tariff as hostile to the United States will do well to remember that the Dominion has consistently shown a friendly attitude on other matters. For instance, the treaty prohibiting export of liquor to the United States is estimated to have cost Canada \$7,000,000 in excise taxes.

While the tariff cannot logically be interpreted as showing hostility, the \$7,000,000 sacrifice is decidedly a token of friendship and co-operation. Canada was under no compulsion to agree to such a ban. It did so apparently with the intention only of assisting this country to uphold a law with which Canada itself was not in sympathy.

The St. Lawrence lake-to-sea waterway appears to be approaching a point of realization. Canada has shown a willingness to work with the United States on that project, although many political and technical obstacles still remain to be overcome.

There is too much at stake to permit any imagined tariff battle to threaten the existing friendship. —Grand Rapids Press.

Canada As A Leader

There are Canadians with an inferiority complex who seem to think that we can do nothing as great or as mighty as our enterprising cousins to the south. The truth is that in the field of engineering this country's achievements rank not merely with those of the Republic, but are equal to the best that has been done by any country on earth.—Ottawa Journal.

Pity makes the world soft for the weak and noble for the strong.

POPULAR VISITORS FROM THE MOTHERLAND



The Right Reverend A. Winnington-Ingram, popular Bishop of London, who is paying a visit to some of the leading cities of the Dominion, and Betty Nutall (right) England's charming lawn tennis star, who is in Canada to play in various exhibitions with her teammates of Wightman Cup fame.

To All Lovers Of Nature, The Conserving of Canada's Wild Life Will Offer Great Possibilities

In the fact that the national parks of Canada are rigidly protected game preserves where the native fauna lives unmolested, lies one of their greatest attractions. Each succeeding year's round of tourists brings new expressions of wonderment and surprise at the rapidity with which the wild animals in the national parks are losing their fear of man. Parks' officials, who administer wild life protective measures, have watched this condition develop and to them it was to be expected, but to the visitor new to the park, the delaying of one's car on a highway by a band of friendly Rocky Mountain sheep or a sweets-seeking bruin is a novel experience.

To nature lovers this new condition offers great possibilities. The vista of a new kinship with all created things is opened up to the mind's eye. The wild things of the forest and glade assume the roles of "little brothers" with affections, feelings, and even it may be thoughts of their own. In the hope of furthering a better appreciation of Canada's wild life, Grey Owl, a Canadian backwoodsman of Indian birth and an interesting exponent of a more humane philosophy, is now in the most recently established of the national parks, Riding Mountain Park in Manitoba, where he will specialize on the conservation of the beaver and other of the wild denizens of this attractive area.

It is a strange thing, as Mr. H. G. Wells pointed out in his "Outline of History," how little has been done since the Bronze Age in taming, using, befriending and appreciating the animal life about us. It is true that the story of man's treatment of the lesser species contains little ground for pride. For the most part it is history of ruthless and selfish destruction, based upon the assumption of power. "To have dominion over all things" has been crudely interpreted to do with them as we pleased, to regard them as existing primarily to satisfy man's needs, or in the so-called higher civilization, to minister to man's greed or pleasure. Even those who agitate for game protection or seek to stimulate public interest in efforts to save the furred and feathered dwellers of moorland and forest, often lay chief stress upon their value financially, upon the loss of revenue resultant from their destruction, but seldom on the rights of the animals themselves or their claim to our protection.

Yet every once in a while there comes a man who realizes that he is at one with nature and to whom the birds and the animals are akin. Such a one awakens in us dim premonitions of a possible more golden age. "The first fruits of a finer civilization" prophesies Wells, "may include strange and beautiful attempts to befriend these pathetic, kindred, lower creatures we no longer fear as enemies, hate as rivals, or need as slaves."

Grey Owl, who is forty years of age, took up the life of a bush-Indian in his early twenties, alternately trapping, fire-ranging, and guiding. When the Great War broke out he enlisted in the 13th Montreal Battalion, and served with distinction as a sniper.

Turn To Mixed Farming

Many Farmers Of The Swift Current District Will Get Away From Straight Grain Growing

Evidence that many farmers of the Swift Current district are inclined to turn from straight grain growing to diversified farming, at least to the extent of producing on their land products for their home use, was apparent to officials of the Saskatchewan Government who attended the recent dairy meeting at Swift Current.



"At night I could not sleep for thinking of you."

"You darling."

"Yes, there was a saw mill near that reminded me of your snoring."

—Der Brummier, Berlin.



Poor Little Lion.—Kasper, Stockholm.

WORLD HAPPENINGS
BRIEFLY TOLD

Italy launched 484 building and road improvement projects in the last year.

Her Majesty Queen Mary has accepted from Hon. G. Howard Ferguson, Canadian High Commissioner, a gift of six north Atlantic sealskins.

Postage stamps may be affixed to cheques or receipts in place of excise stamps, it has been definitely announced by Dominion postal authorities.

The Chinese Ministry of Industries reports that the silk crop in several provinces has been a total failure and a shortage in raw silk may be expected.

The British Dental Association has accepted definitely an invitation to hold a joint convention in Toronto next summer with the Canadian and Ontario Dental Associations.

Some unknown Bedouin mine foreman, working for the ancient Egyptians, about 1,800 years before Christ, has been credited by Prof. Martin Sprengling, of the University of Chicago, with inventing the "a b c's."

Gerry Burk, Indian agent, suddenly stricken with an illness requiring an immediate serious operation, was taken by airplane from Port Arthur to the Mayo clinic in Rochester, a distance of nearly 500 miles.

Cheques of five dollars and under are exempt from the stamp tax by an amendment to the War Revenue Act adopted in the House of Commons. The amendment was proposed by the Government.

The supplementary estimates tabled in the House of Commons contain an appropriation of \$21,731 to provide for the construction of an ice-breaker for Hudson Strait. This latter item is a revote.

Hon. Patrick Burns, Canada's newest senator, has been introduced to his legislative duties in the Upper House, the sponsors being Hon. Gideon Robertson, Minister of Labor, and Hon. W. B. Willoughby, Government Leader in the Senate.

The Rail Zeppelin

Interest In Germany's New Propeller Coach Is Increasing

Experiments in Germany are proceeding with impressive success in the development of the "rail-zeppelin" invented and constructed by Dr. Francis Kruckenbergh. At a recent test on the railroad between Hamburg and Berlin a propeller-driven coach made a trip over a 161-mile course in 1 hour 38 minutes exactly, according to schedule. Its average speed was 105 miles an hour and it attained at times a rate of 143 miles an hour, outdistancing the airplanes which accompanied it on its run. It is not because the rail-zeppelin proved to be so fast that this experiment is of significance, but because of the evidence it afforded of the interest which is being taken in this new means of locomotion by the German railways. The test was made on the main line between Berlin and Hamburg and all other traffic was temporarily diverted to the sidings in order to give the propeller coach a clear field. If the railroads can be convinced of the safety and economy of the rail-zeppelin as they have been convinced of its speed there may be developed a new rival to the airplane and the motor bus for fast transportation.

There is more copper in the United States 5-cent piece, commonly known as the nickel, than there is in the United States 1-cent piece, commonly called a penny.



"Mother, I knew as soon as I came in that we had visitors."

"How did you know that?"

"Because you are using your company voice." — Sondagsnisse-Strix, Stockholm.

W. N. U. 1901

Winnipeg Newspaper Union



By Annette



A CHIC LITTLE SUIT

The dress with accompanying jacket remains a favourite. And this one has dual personality, for it is equally smart without its jacket.

The hip yoke ending in deep pointed outline at the front is very slimming. The inverted plaits in the lower skirt provide interesting flared fullness.

This little suit can be carried out in any of the soft crepe silks in plain or print and will serve for town or country.

Linen, shantung, thin woollens, cotton mesh and many rayons also suitable.

Style No. 336 may be had in sizes 12, 14, 16, 18, 20 years, 36 and 38 inches bust. Size 16 requires 3 1/8 yards of 35-inch material for dress with 1/4 yard of 35-inch contrasting. Jacket takes 1 1/4 yards of 35-inch material.

Price of pattern 25 cents in stamps or coin (coin preferred). Wrap carefully.

How To Order Patterns

Address: Winnipeg Newspaper Union, 175 McDermot Ave., Winnipeg

Pattern No. Size.

Name.

Town.

British Industries Fair

Reservation Of a Canadian Section Has Been Made

It was announced by the Department of Trade and Commerce that reservation of a Canadian section at the Birmingham section of the British Industries Fair next year has been made by the Canadian Exhibition Commission. The same space as was held this year has been secured, and is located in the heart of the show. Considerable attention has been attracted in past years to the Canadian Government exhibit, which is the only one of its kind from the overseas Dominions and Colonies.

Very Polite

A. — "I asked my girl what she thought of me and she said she thought I'd be very attractive to mice. What on earth do you think she meant by it?"

B. — "It was just a polite way of saying that you are a piece of cheese."

"Is that an eight or a twelve?" asked the admirer of Mr. Twitchell's new automobile.

"Both," replied Elmer. "Eight cylinders; twelve payments."

SUNDAY SCHOOL LESSON

AUGUST 9

SAUL CONVERTED AND COMMISSIONED

Golden Text: "I was not disobedient unto the heavenly vision." — Acts 26: 19.

Lesson: Acts 9:1-31; 22:3-21; Galatians 1:11-17; 1 Timothy 1:12-17.

Devotional Reading: Isaiah 6:1-8.

Explanations and Comments

The Persecutor's Zeal Acts 9:1, 2.—While Philip and the others "scattered abroad" were busy extending and building up the Church, Paul was busily persecuting the disciples in Jerusalem. Breathing out threatenings and slaughter, he lived, as it were, in an atmosphere of hot hatred, fury and destruction. The words "breathing out" are expressive often of a deep, agitating emotion, as we then breathe more rapidly and even violently in order to supply the oxygen needed to supply the exhausted vitality consumed by the emotion. It is thus expressive of violent anger." — Albert Barnes.

Paul never forgot what he had done at Jerusalem. We have a record of no fewer than seven times when by tongue and pen he recalled his conduct as a persecutor: Acts 22:4, 5; 22:19; 26:9-11; 1 Corinthians 15:9; Galatians 1:13; Phil. 3:6; 1 Timothy 1:13.

Paul asked the high priest for letters enlisting the aid of leaders of synagogues at Damascus in seizing men and women of the "Way" to bring them bound to Jerusalem, for the Sanhedrin in Jerusalem had no authority in Damascus. The use of the plural here indicates that there was a large Jewish population in Damascus, a fact borne out by Josephus, who affirms that "ten thousand Jews were slaughtered in a massacre in Damascus in Nero's time, and that the wives of the Damascenes were, most all of them addicted to Jewish religion." The city may have been chosen by Paul for this special visit because of disturbing rumors concerning the increase in number of those who followed the "Way." "With the ambition which knows no rest, and in the pride of his Pharisaic heart, Paul strikes out with the idea to reverse the maxim of the "Crucified Leader" of the hated sect, and go into all the world and suppress the gospel in every creature." — Henry Drummond.

His Vision, Acts 9:9-10.—As Paul neared Damascus, suddenly there shone round about him a light from heaven. It was about midday, and the light was "above the brightness of the sun." He fell to the earth and heard a voice saying unto him, "Saul, Saul, why persecutes thou Me?" Paul could only ask in return, "Who art Thou, Lord?" Then came the answer, "I am Jesus whom thou persecutes."

"We intend no irreverence when we say in regard to Paul that the sunburst on the Damascus road seems to have been a last resort on the part of God. If Paul could not read the message of patience of the Christians whom he cast into prison, if the shining face of the dying Stephen could not break through his prejudice and misunderstanding, if the silent goading could not prick him to comprehension, it would seem that nothing was left but to resort to the extraordinary. The Almighty's willingness to do this is measured by the worth of the object attained. It would seem worth while to resort to the extraordinary to transform Saul the persecutor into Paul the apostle." — Francis J. McConnell.

His Commission, Acts 9:10-19.—"Paul had been convicted of sin, but he had not yet found peace. He had lost his old life, but had not yet found the new one. He had been stunned, but he is not yet free." — J. R. Jowett.

Some brave warm-hearted deliverer must be found who would go to him, sympathize with him and lead him into the fellowship of the "Way." Such a man was Ananias, a devout man according to the law, well reported by all the Jews that dwelt at Damascus, Acts 22:12.

"The Lord hath sent me that thou mayest receive thy sight and be filled with the Holy Spirit," were Ananias' words as he laid his hands upon Paul, thus as it were, ordaining him for his work. Paul's sight was restored, and he was baptized, and doubtless shared also in the breaking of bread of the Lord's Supper.

Passed With Honors

Pupil Of Travelling School Successful In Entrance Exam.

Rene Thibault, youthful French-Canadian school pupil of Ramsay, Ont., has passed his entrance with honors. Rene, however, does not attend school as most boys and girls in Ontario do. He has received his education on one of the five school cars operated by the Ontario Government on railway lines in northern Ontario.

Rene is the first pupil attending the travelling school to pass the entrance. Five years ago, he could not speak a word of English.

No horse has won the Grand National Steeplechase of England more than twice and only six have achieved this distinction.

\$129



TO GREAT BRITAIN and back

SPECIAL REDUCED third class fare from Montreal to Belfast, Glasgow, Liverpool, Plymouth or London and back. Good going from

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ANCHOR - DONALDSON

Favours Empire Lumber

London County Council, London, England, Looking Into Industry At Vancouver

E. M. Deuce, vice-chairman of the London County Council, London, England, and a former chairman of the Council's Housing Committee, arrived in Vancouver to make personal enquiry regarding the lumber industry there.

The London County Council, in connection with its scheme now well under way to build 125,000 houses in different parts of the city, recently adopted definitely a policy of preference for empire lumber and other building materials, price and quality being reasonably equal.

The purpose of Mr. Deuce's visit is to ascertain at first hand the extent to which Canadian lumber may be used and to make necessary arrangements so that the Canadian product will have a fair chance for its proper share of the business.

Wild Duck Hatch Affected

Drought Has Dried Up Lakes and Sloughs In Western Canada

Recent rains throughout the western provinces have come too late to alleviate the most serious crisis in the wild duck group in a generation, Hon. T. G. Murphy, Minister of Interior, says.

The lakes and sloughs where a great proportion of the continent's duck supply is raised, have been drying up since the fall of 1929, and the comparatively light rainfall of the past few weeks will do little to fill them up. The duck nesting season has about concluded in any case and ducks from eggs laid at this time of the year have little chance of survival.

Provincial game officers are working with the department in an effort to meet the crisis, made more serious by the onslaughts of hunters in the past few years.

Fewer Airplane Accidents

Travel By Air Growing Safer As Knowledge Of Flying Increases

Despite the number of airplane accidents recorded in the papers — an airplane accident is always front page news — air travel is more than four times as safe today as it was three years ago.

This is not a guess or an opinion. It is the calculation of the hazard of airplane travel as announced by the committee on aviation of the Actuarial Society of America. It was arrived at after full reports on every airplane accident on the continent in the years 1928 and 1930.

In 1928 the chance of death on airplanes on scheduled flights was 1 in 4,000; in the year 1930 the risk of death had been reduced to 1 in 17,000.

This great reduction in flying risk is attributed to the close supervision now exercised by the authorities over flying as well as by the improved excellence of aircraft and engines. — Regina Star.

Old Oak Destroyed By Fire

Six-Hundred-Year-Old Tree Victim Of Picnic's Carelessness

One of the splendid old oaks in Windsor Great Park, was destroyed by fire recently and while it was burning it attracted the notice of the king and queen who were motoring through the park at the time. Their car was stopped a few minutes while their majesties watched the progress of the flames, and the king inquired what the cause of the fire was. He was told that it probably was due to picnickers setting fire to rubbish in the cause of tidiness, and he expressed regret that such a fine old tree should perish in such a way. This particular oak was 600 years old and stood near Queen Anne's Gate on the main Windsor-to-Ascot road. There are now only a few of these fine old trees remaining in the lower portion of the park.

WHAT CAME BEFORE:—Captain Jimmy and his dog Scottie have many strange adventures while flying over China. After escaping from bandits and enemy soldiers, they finally land their plane at the military base from which they started, and are greeted with an unexpected surprise.

After escaping from the enemy's soldiers, we rushed the plane to an altitude of several thousand feet, and headed straight for Shanghai. It was still early in the morning when we sighted the familiar flying field, spread out like a small green handkerchief in the early sunlight. Headed down into the city, we rolled to a stop outside the air-drome.

Then to our amazement a detachment of soldiers drove up and told us we were under arrest. "Who's orders are we under arrest?" I asked. "General Lu's orders," replied the dapper little Chinese officer.

We were more surprised than ever. General Lu had been our friend and helper from the beginning of our trip. Now he had placed us under arrest.

"On what charge are we arrested?" I asked.

"Kidnapping Colonel Fong," responded the little officer.

We were bundled into an army truck and rushed through the streets with the sirens screaming. In no time we arrived at the palace of General Lu.

General Lu welcomed me gravely, shaking

hands with himself in Chinese fashion, and then dismissed the orderly. Then he unfolded a plan so amazing that I pinched myself to see if I was awake. He said "SOLD OUT" — his office as a General. Someone had paid him a great stack of money to quit — and being a business man first, he had accepted. To you and I this would be treason — inexcusable — but to General Lu war was simply a business proposition. Why shouldn't one take a job as a general and after making a success of it, sell out?

I must have looked shocked, which seemed to hurt his feelings, but he strolled his pride and continued with his plan. He wanted to leave China promptly, go to Japan — and I was to fly over with him. He offered me a round sum of money, or practically anything I could ask with reason for the trip. The arrest was simply a bluff. If I said "Yes" all would be well.

In a flash it occurred to me that here was all the equipment and help we needed to try to find Lieutenant Stone's brother, now held captive by the mountain tribe. I accepted at once — including all the underhanding of it. Stone would first be found.

From that moment, there wasn't a thing we could ask for that we didn't get immediately — from extra heavy canvas to phosphorous paint.

(To Be Continued.)

NOTE:—Any of our young readers writing to "Captain Jimmy," 2010 Star Blvd., Toronto, will receive his signed photo free.

Borden's Chocolate Malted Milk

The health-giving, delicious drink for children and grown-ups.

Pound and half pound tins at your grocers.



THE DUSTY HIGHWAY

— BY —
CHRISTINE WHITING
PARMENTER

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CHAPTER XXV.

The tropic night descends with amazing swiftness. Nick glanced at his watch and knew that in a half hour he could light his fire. Yet in less time, the approaching boat might change her course. In fact, as his eager eyes searched the horizon, it seemed to him that she had already turned away. Despair swept over him even as he brought more branches, and still more. If his fire were big enough it would attract attention anyway. Someone on board would see it, and a sight so unaccustomed would bring help.

The brush pile was now higher than his head, but he worked frenziedly, bringing anything he could lay hands on and piling it nearby, ready to throw onto the blaze. He longed for assistance, but could not make up his mind to go for help. Time was too precious, for when night fell he could no longer gather fuel. He stopped only long enough to snatch glances at the distant smoke, and knew for a certainty that the boat was headed north. The knowledge maddened him; but darkness would come soon, and surely no ship would pass that signal of distress. When at last, knowing that night was not far off, he stooped to start the blaze, his hands were shaking.

Back at the camp Nick's companions began to look anxiously for his return. Early suppers were a necessity since they must be over before dark; but the meal passed and he did not come.

"Does anyone know what direction he took?" asked Myer uneasily.

"He was going to make one of his brush piles out on that point to the south," said Angela. "He begged me to go with him, but it was too hot for such a tramp."

The captain rose, hallooed, listened intently, and returned to the camp fire, over which they had been toasting bacon.

"The boy ought to know enough to get back on time. It's no easy job finding your way in the dark, though if he keeps close to the shore he won't get lost. But he must be hungry. Maybe he's broken a leg or something. He shouldn't have gone alone. Give me some hardtack and I'll take a look for him. I'll carry a flashlight."

"I'll go with you," said Myer, springing up. "I dare say we'll meet him on the way back, but if anything's happened two of us will be more help than one. See here! That's a fire! He wouldn't be lighting a fire

unless he wanted assistance. Perhaps some of the men better come along."

"Look!" cried Angela, who had risen.

There was no doubt that Nick's fire was burning. In another moment it leaped to the sky. Filled with a vague excitement, unmindful of the approaching dark, they all started in that direction. Myer paused only to call over his shoulder: "Better not come, Amy. It's a good distance off, that point of land."

"But I can't stay alone with Marjorie," she answered, though he had already turned away and was striding along beside the captain.

A sense of agitation grew upon them as they hurried on.

"Either he's hurt," said the captain, "or he's seen a ship. It's possible, you know, that someone's looking for us. We talked with Key West only twenty-four hours before the storm, and these islands would be our only refuge. That's been my reason for delaying the start in the small boat. I wanted to give your friends a chance to find us. It will be a wonderful escape if we're picked up as soon as this. I've been worrying about water—spent all this afternoon trying to locate the best place to dig."

Myer did not speak. Owing to the reduced rations of camp life he had lost some of his flesh, but was still too heavy to walk rapidly with any comfort. Their way led through a grove of palms that hid the sea, and he was possessed of an overwhelming desire to see the water. When they at last reached a clearing, they stood spellbound. Nick's bonfire threw a weird light over the scene. The palms stood out in jet black bas relief against the glow; while in the distance, unmistakable across the waste of waters, still far away, but steadily creeping nearer, gleamed the lights of a ship!

The captain's lips moved, silently.

Myer was breathing hard. Then pandemonium broke loose. The rest of the party was upon them, cheering, gesticulating, chattering; answering Nick's wave of triumph with joyous shouts before, of one accord, they started in the direction of the fire.

Once there, however, their visible excitement dropped away. An awed silence fell upon them—a sense of thanksgiving too deep for words.

The night was balmy. Soft winds stirred the tree-tops as one by one the stars appeared to light the sky. There was no longer any need to feed the blaze. Throwing on a last armful Nick sank down wearily, conscious for the first time of hunger, and the fatigue that his work had brought. Nobody spoke; but Angela, moving nearer, slipped her hand in his. Nick gripped it hard. He did not even know whose hand it was. In the tension of that last hour he had forgotten everything, save that he must send out that signal across the miles.

Had Angela not spoken he might have clasped her hand indefinitely.

Her words, chosen with discriminating care, came to him harshly; a blow that brought back the memory of what he had learned that afternoon. She said, and because of the crackling fire no one heard save Nick:

"Nick—dear friend—are you glad that our exile is over? Have you no shadow of regret for the days we might have had on this beautiful island?"

Nick looked at her. The fingers that clasped her hand relaxed.

She was conscious of a stiffening on his part, and wondered, in a sort of panic, if after all her experience with men, she had used the wrong tactics now. Nick had arisen without answering, and Angela arose, too. She would have stood beside him had he not crossed to the other side of the fire and joined the captain. The ship was very near, and Myer turned to throw more faggots to the blaze.

"They won't come in much closer," said the captain quietly. "They'll lower a boat. A lifeboat can land here safe enough. They'll have to lie by till the morning and take us off. Lucky, my boy, you came this way today. We're so off the line of travel that it might have been months before anything came so near again. I've an idea it's someone hunting us. Hello! They're signalling!"

"They won't come in much closer," said the captain quietly. "They'll lower a boat. A lifeboat can land here safe enough. They'll have to lie by till the morning and take us off. Lucky, my boy, you came this way today. We're so off the line of travel that it might have been months before anything came so near again. I've an idea it's someone hunting us. Hello! They're signalling!"

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Carbon-Calgary Bus Service

Leaves Carbon 8:00 a.m.
Arrives Calgary (Motor Coach Terminal) 11:15 a.m.
Leaves Calgary (Motor Coach Terminal) 5:00 p.m.
Arrives Carbon 8:15 p.m.

WE MAKE A SPECIALTY OF COUNTRY TRIPS

W. Poxon & Son
GENERAL CARRIAGE

WINTER BROS. FUNERAL HOME

Next to Town Hall, Drumheller

Have a branch in Carbon with stock in charge of Mr. Guttman, of the Carbon Trading Co.

Ambulance Service Day and Night

"A Modern Service at a Moderate Price!"

DRAYING

FOR YOUR DRAYING SEE ME
ALWAYS AT YOUR SERVICE

JOHN WOLF

Printing---

WE DO IT and guarantee satisfaction. You can at least give us a trial before you go to outside concerns who have no interest in our community.

LET US QUOTE YOU PRICES NOW
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Dry Cleaning — Repairing
Men's and ladies' suits and coats cleaned and pressed.

LOW PRICES

ALEX SOBYSKI

S. N. WRIGHT LICENSED AUCTIONEER

**S. F. Torrance
CLERK - PHONE 9**

CHRONICLE ADS PAY

CARBON UNITED CHURCH

REV. WM. McNICHOL, M.A., Minister

SERVICE EVERY SUNDAY
Carbon 7:30 P.M.

SUNDAY SCHOOL
Carbon 11:00 A.M.
Hesketh 2:00 P.M.
Gamble 3:00 P.M.

If you are looking for a church home, come! We can help you.

If you are looking for Church work, come! You can help us.

TOWN & COUNTY Personalographs

TAX ARREARS

The Village of Carbon is in a serious predicament regarding the tax arrears and unless something is done within the next year the situation will become acute and the public can guess what may follow. At the present time tax arrears are not being paid and as a result the tax levy is about three times the amount of money that is actually needed to carry on the affairs of the Village. Because two thirds of the tax payers are in arrears the other third must naturally bear their share of the upkeep of the Village. This is not fair and the situation cannot long exist, even under trying conditions.

Adam Bertsch has been appointed agent of the Alberta Pacific elevator at Carbon and has moved into the company's residence near the elevator.

Born, to Mr. and Mrs. Bill MacDonald, on Saturday, Aug. 1st, a daughter.

The Craddock family left on Sunday to spend a couple of months in the Peace River district.

FOR SALE—Dining Room Suite and other household furniture. —Apply to Mrs. J.E. James, Carbon.

Mr. Morrison and Millicent James came up from Okan on Saturday to take Mrs. Morrison and children home. Mrs. Morrison and son spent three weeks at the coast prior to returning to Carbon.

Mr. and Mrs. Malton and family, and Dorothy and Gladys Mortimer motored to Pine Lake on Sunday.

Miss Edith Brasher of Calgary spent the week end at her home in Carbon.

FOR SALE — Kitchen Range. Your chance to get a full enamel Burbank Range at practically half price for quick sale. Apply to E. J. Rouleau at The Chronicle office.

Mrs. H. King of Calgary spent the week end in Carbon with her sister, Mrs. Braisher.

Rev. and Mrs. Itterman motored to Calgary on Monday.

Ramsay Nash returned Friday from the Drumheller hospital.

Mr. and Mrs. A.F. McKibbin and Mrs. Watkins motored to Champion on Sunday.

Mr. and Mrs. C.H. Nash and family motored to Sylvan Lake on Sunday and brought back Daphne Nash and Belle Smith, who were holidaying at the summer resort.

Mr. Gordon Ramsay has resumed his duties at the Drug Store after a brief indisposition.

The regular monthly meeting of the W.A. was held at the home of Mrs. McNaughton on Wednesday afternoon. The Rev. L.D. Batchelor continued his Mission Studies on 'The Old Church in the New Dominion', based on Canon Vernon's recent book.

S. J. Garrett was a Calgary visitor on Tuesday of this week.

During the past week it was noticeable the number of hand bills and little advertising pamphlets that littered the street in front of the post office, as well as the lobby of the post office itself. The bills had been sent out in advertisements, and one placed in every box. If you watched those who received them you would see some open the bill, glance it over and then throw it away. Others did not even take the trouble to open up the bills. Did you ever see anyone use the local paper that way? No. If they opened it up there were several looking over their shoulder to see what was in the paper. The local paper it always taken home, it is always read by every member of the family who can read. And yet there are some otherwise intelligent people who imagine they get better results out of the bills they issue to litter up the streets, than they do out of newspaper advertising.

CHRIST CHURCH, CARBON

Sunday, August 9, 1931
Evensong and Sermon 7:30 p.m.

REV. L. D. BATCHELOR,
Priest in Charge

SUMMER GOODS

NEW GINGHAMS (Arriving this week) Per yd. 25c and 30c
LADIES' SILK UNDERWEAR, Per Suit \$1.25
BROADCLOTH (Very Good Quality) per yard 35c

A FULL ASSORTMENT OF HOSIERY

LADIES' SILK HOSE, from 75c to \$1.50

CARBON TRADING CO.

Buy Your Bread Here!

OUR PRICES ARE AS LOW OR LOWER THAN IN ANY OTHER TOWN OR CITY IN ALBERTA AND THE QUALITY IS EQUAL.

A MODERN BAKERY PRODUCING ALL BAKERY PRODUCTS
FRESH PASTRY AT ALL TIMES

THE CARBON BAKERY

R. C. BARR. PROPRIETOR

LADIES' SHOES

A NEW SHIPMENT OF LADIES' SHOES NOW ON DISPLAY
AT MY STORE. ALL NEW DESIGNS.

W. A. BRAISHER

Have You Paid Your Subscription Yet?

Binder Canvas Repairs



Now is the time to bring in your Binder Canvases to be repaired, and have them ready before the fall rush starts.

PROMPT SERVICE AND REASONABLE PRICES

August Kurbis

GUARANTEED SHOE REPAIRING

GET YOUR PRIVATE PRINTED STATIONERY AT \$1 PER HUNDRED SHEETS

THIS IS JUST ABOUT AS CHEAP AS BUYING ORDINARY WRITING TABLETS AND THE PAPER QUALITY IS BETTER.

TAKE ADVANTAGE OF THIS OFFER. HAVE YOUR LETTER PAPER WITH YOUR NAME AND ADDRESS NEATLY PRINTED ON IT.

THE CARBON CHRONICLE